

ON EUROPE & AMERICA.
INDIA, AUSTRALIA, &c, and for
PRIVATE HEADQUARTERS AT HOME
OUTPOSTS.
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
With which is incorporated the
CHINA OVERLAND TRADE REPORT.
Subscription, paid in advance,
12/- per annum. Postage to any
part of the World 2/-.

Hongkong Daily Press.

ESTABLISHED 1857

No. 16,347. 第七十四百三十六第一日一十月八年二號 HONGKONG, WEDNESDAY, SEPTEMBER 14TH, 1910. 三月四日九月十一日九月一英港香 PRICE \$3 PER MONTH.

ON SALE
THE
DIRECTORY & CHRONICLE
FOR 1910.
Complete Edition ... \$10.00
Small ... 6.00
Agents in all the Foreign
Settlements throughout the Far
East.

INTIMATIONS

CALL

AT

"MOUTRIES"

TO PURCHASE

A

"MOUTRIE"

PIANO

FIVE YEARS'

WRITTEN GUARANTEE.

NEW MODELS FOR 1910.

PRICE \$378.

S. MOUTRIE & CO., LTD.

[a34-2]

CHINA MUTUAL LIFE
INSURANCE CO., LTD.,
HEAD OFFICE, SHANGHAI.

DIRECTORS AND OFFICERS.

ALEXANDER MCLEOD, Esq., Chairman.
C. STEPHENSON, Esq.
LIA YUNG SU, Esq.
J. H. McMICHAEL, Esq.
C. R. BUCKIL, Esq.
J. A. WATTIE, Esq., Managing Director.
A. J. HUGHES, Esq., Secretary.
S. B. NEILL, F.I.A., Actuary.

A strong British Corporation Registered
under Hongkong Ordinances and under Life
Assurance Companies' Acts, England.
Insurance in Force ... \$37,855,885.00
Assets ... \$415,250.00
Income for Year ... \$56,559.00
Total Security to Policyholders \$216,813.00

LEFFERTS KNOX, Esq., Hongkong, Can-
District Manager. ton, Mexico
B. W. TAPE, Esq., and the Philippines.
District Secretary. Alexandra Building.

C. LAWDER, Esq., Inspector, Hongkong.
Advisory Board, Hongkong.
Sir PAUL CHATER, Kt., C.M.G.
T. F. HOUGH, Esq.
C. J. LAFRENTZ, Esq.

[a472]

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.

In Casks 3/5 lbs. net
In Bags 250 lbs. net
SHEWAN, TOME & CO.,
General Managers.
Hongkong, 29th April, 1908.

[a728]

PEAK TRAMWAYS COMPANY
LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.
every 1 hour.
SATURDAYS.
Extra Cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.
SUNDAYS:

8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 Noon. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS at 8.45 p.m. & 9.00 p.m., 9.45 to
11.15 p.m., every half hour.

SPECIAL CARS by arrangement at the
Company's Office, Alexandra Building, Des-
Vaux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1909.

[a76]



MITSU BISHI DOCKYARD AND ENGINE WORKS.

At, A.B.C., Western Union, and Engineering Codes used.

Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.
Manufacturers of Centrifugal Condenser, Stone's Manganese Bronze,
and Parsons' Steam Turbines, etc., etc., etc.

AT NAGASAKI:—Telegraphic Address: "DOCK" NAGASAKI.

Length on Keel-Blocks. Breadth at Entrance Depth of Water
Keel-Blocks. on Bottom. on Keel-Blocks.
3 Dry Docks: No. 1 ... 510 ft. 77 ft. 24 ft.
No. 2 ... 350 ft. 53 ft. 24 ft.
No. 3 ... 714 ft. 88 ft. 34 ft.
1 Patent Slip capable of lifting vessels up to 1,000 tons.

The Salvage Steamer "OURA-MARU," 716 tons and 12 knots speed, is always
ready at short notice.

AT KOBE:—Telegraphic Address: "WADADOCK" KOBE.

Floating Docks.

No. 1. 7,000 Tons. No. 2. 12,000 Tons.

Max. Length of Ship taken in 460 Feet. 580 Feet.

Breadth " " 56 " 66 "

Draft " " 22 " 26 "

The Salvage Steamer "ARIMA-MARU," pumping capacity per hour 2,000 tons.

The Floating Slips, capable of lifting 40 ton weight.

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION.

TRY

WEISMANN'S COFFEE

ROASTED AND GROUND ON OUR
PREMISES DAILY.

In 1/2 lb. and 1 lb. Tins.

[a36]

P. & O. STEAM NAVIGATION CO.

S.S. "MARMORA."

(10,500 TONS.)

CAPTAIN G. H. C. WESTON, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON
VIA BOMBAY WILL LEAVE HONGKONG ON MARCH 18TH, 1911,

STAYING AT BOMBAY 24 HOURS ONLY AND IS DUE TO ARRIVE AT—

MARSEILLES APRIL 15TH.
LONDON APRIL 22ND.

FARES TO LONDON—

1ST SALOON £71.10 SINGLE; £106.14 RETURN.

2ND " £48.8 " £72.12 "

For Further Particulars, apply to—

1001

E. A. HEWETT,
SUPERINTENDENT.

LANE, CRAWFORD & CO.

(TELEPHONE 97.)

SPECIAL VALUE

IN

TAN ENGLISH MADE

BOOTS AND SHOES

"OAKMORE" BRAND

\$5.00 AND \$6.00 PER PAIR.

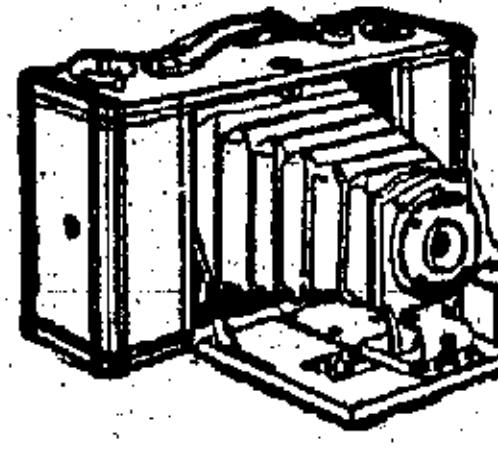
LANE, CRAWFORD & CO.

[a28]

LONG HING & CO., PHOTO SUPPLIES.

17, QUEEN'S ROAD CENTRAL

JUST UNPACKED—



FOLDING POCKET CAMERAS, fitted with GOERZ,
ZEISS and ROSS LENSES, PREMO FILM and
PLATE CAMERAS, KODAKS, FILMS and
ACCESSORIES.

AT MODERATE PRICES.
DEVELOPING AND PRINTING A SPECIALTY.

[a30]

HOTELS

HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons.
Well Furnished Reception Rooms.
Private Bar and Billiard Room for Hotel
Residents.
Electric Lifts to each Floor.
Electric Lighting and Fans.
Telephones on every Floor.
Every Comfort.
Ladies' Afternoon Tea Rooms.
Ladies' cloak Rooms.
Matron in attendance.
CHARGES MODERATE, AND NO EXTRAS.
[a35] A. F. DAVIES, Manager.

KING EDWARD HOTEL.

A HIGH CLASS HOTEL.

Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted; Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hotels at separate tables.
For Terms, &c, apply to the
MANAGER.
Hongkong, 24th July, 1905. [a35]

ORIENTAL HOTEL

No. 2, QUEEN'S ROAD CENTRAL.

A FIRST CLASS AND UP-TO-DATE
HOTEL.
ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS HOTEL has recently been thoroughly
renovated, extensively enlarged, and is now
luxuriantly furnished and up-to-date in every
respect, situated in the most central position.
Large and airy Rooms, Hot, Cold, and Shower
Baths, Gas and Electric Light and Fans, Large
and Comfortable Lounge, Private and Public
Bars, and Billiard Rooms, CUISINE
ENTIRELY UNDER EUROPEAN
SUPERVISION. Sanitary Arrangements of
the latest. HOTEL LAUNDRY MEETS ALL
STEAMERS. Monthly Rates for Tiffin and
Dinner. Special Rates for married families on
application to

J. H. OXBERRY,
Manager.

FREDERICK REICHMANN,
Proprietor
(late Manager of J. H. LYONS (Trocadero),
leading Caterers in London, and
GRAND ORIENTAL HOTEL, Colombo).
TELEPHONE NO. 197.

TELEGRAPHIC ADDRESS "COMFORT,"
Hongkong.
Hongkong, 1st September, 1910. [a542]

"SHACKELL" "SEAL" RED PRINTING INK

IS ABSOLUTELY THE BRIGHTEST RED ON THE MARKET.

SAMPLE GRATIS.

SHACKELL EDWARDS & CO., LTD.

PRINTING INK MAKERS.

ESTABLISHED 1786.

HEAD OFFICE:—5, RED LION PASSAGE, FLEET STREET, LONDON, E.O.
Hongkong, 16th October, 1907. [a39]

SPORTS! SPORTS!!

CRICKET

SEE OUR GOODS

BEFORE

PURCHASING

ELSEWHERE.

GOLF

CROQUET, ETC., ETC.

PRICES MODERATE.

WRITE FOR CATALOGUE.

JOHN ROBERTS & CO., LTD.

SPORTS GOODS MANUFACTURERS, BOMBAY.

TELEGRAMS: "BILLIARDS," BOMBAY.

[a134-3]

POLO

WHISKY.

CALDBECK.

MACGREGOR & CO., LTD.

WINE & SPIRIT MERCHANTS.

TELEPHONE NO. 75.

[a28]

GUIDES AND CHAIRS PROVIDED.

Every information and special attention given
to tourists.

REASONABLE RATES.

WM. FARMER,
Proprietor.

[a1004]

ON SALE.

INTIMATION

A. S. WATSON & CO.,
LIMITED,
ESTABLISHED A.D. 1841

WINE & SPIRIT MERCHANTS.

WATSON'S

E

VERY OLD LIQUEUR
SCOTCH
WHISKY

A BLEND OF THE FINEST PURE
MALT SCOTCH WHISKIES.

For over 30 Years WATSON'S
"E" has maintained the re-
putation of the FINEST
SCOTCH WHISKY in the
FAR EAST.

A. S. WATSON & CO.,
LIMITED,
ALEXANDRA BUILDINGS.

NOTICE TO CORRESPONDENTS.
ONLY communications relating to the news-
column should be addressed to THE EDITOR.
Correspondents must forward their names and
addresses with communications addressed to the
Editor, not for publication but as evidence of
good faith.
All letters for publication should be written on
one side of paper only.
No anonymously signed communications that
have already appeared in other papers will be
inserted.

Orders for extra copies of DAILY PRESS
should be sent before 11 a.m. on day of
publication. After that hour the supply is
limited. Only supply for Cash.

Telegraphic Address: PRESS.
Codes: A.B.C. 5th Ed. Lieber.
P. O. Box, 84. Telephone No. 12.

DEATH.
On 13th September, at "Croggan," 39, The
Peak, GERALD, the beloved son of Mr. and
Mrs. G. A. TINDALL, aged 1 week.

HONGKONG OFFICE: 10A, DES VŒUX ROAD
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, SEPTEMBER 14TH, 1910.

It is sad to contemplate the deplorable weakness which has of late years been shown by Great Britain in her dealings with China. Who, with any knowledge of the history leading up to the Chefoo Convention, could have dreamed that in this year of grace the British Representative would be found going cap in hand to the Waiwupu offering the assent of his Government to an increase in the Customs duty on opium? Yet it has come to pass. Last May a barefaced attempt was made by the Canton authorities—not indeed for the first time, but now unfortunately with success—to go behind the Opium Convention by imposing a tax on opium at the rate of \$300 a chest. Nominally, this tax is levied on "prepared" opium, but in actual practice the impost has been frequently levied on raw opium. Against this the British Government has lodged a strong protest with the Waiwupu. The Chinese, however, represent it as a tax on "prepared" opium and His Excellency the Viceroy apparently takes his stand upon the fact that the Opium Convention of 1885 makes no mention whatever of opium in its prepared state, but only concerns the importation and transit of the drug in its raw state. It is provided that when the heavy Customs duty of Tls. 110

per chest has been paid at the port of entry, the opium "shall be free from all further imposts of every sort." True it does not add "whether in its crude or prepared state," but we should imagine that this was in the minds of the Treaty makers. If that denial of the right to impose further taxation does not cover the present attempt, the Convention is worthless, and China has provided herself with a means of evading treaties capable of wide extension. If it is conceded that the Imperial Chinese Government, or the Provincial Governments have the right to impose a prohibitive consumption tax on any line of imports they care to select, what does it matter to them that the Customs' tariff is a low one? In the opium question we think it might reasonably be argued that when the Chinese Government agreed that opium after paying the heavy Customs' duty should be free from all further imposts of every sort, it clearly denied itself the right to impose such a tax as the Canton authorities have been levying since May: for the effect of a tax on prepared opium is precisely the same as heavy *litis* dues on raw opium in transit. Opium is only used in the "prepared" state in China. The new impost therefore is tantamount to increasing the Customs' duty by three hundred per cent. with further increases in prospect. It is asserted that importers of foreign opium can have no special grievance, because the tax is not a preferential tax: it applies, so we are told, to native as well as foreign opium. But those who use this argument conceal the fact that in the province of Kwantung, which is the only province so far in which the tax is imposed, the consumption is about one chest of native to about one hundred chests of foreign opium. It is absurd to say, as the Viceroy has done in his recent telegraphic despatch to the Waiwupu, that the tax is one with which the foreign merchants have no concern. They are deeply concerned, and the Viceroy cannot but be well aware of it. The imposition of the tax has restricted the trade to extremely narrow dimensions at Canton, and led to a large accumulation of opium in Hongkong, purchased from the Indian Government under the fancied security of a treaty which has been flagrantly—and thanks to the complacency of the British Government—successfully defied or evaded for the past four months. Apparently the Government in London does perceive that this surprising factor in the question is likely to inflict grievous losses on the foreign importer and to organise the financial arrangements of the Indian Government, especially if the policy is adopted in other provinces of China—and so it suggests a compromise to the Chinese Government. In return for guarantees that no tax of any sort on raw or prepared opium shall be levied, the British Government is willing to consent to a higher import duty. The Viceroy of Canton tells the Waiwupu that a higher import duty will not be nearly so much to China's advantage as his own policy of insisting on all opium being boiled within a week and then imposing a heavy and progressive tax on the prepared article. Either the Chinese Authorities have the right to levy this tax or they have not the right. When this prohibitive tax is levied on raw opium the Chinese authorities are clearly guilty of disregarding a perfectly plain treaty obligation, and in our view it is no less dishonest of them to impose it on opium after it has been "prepared." It is an evasion which ought to have been sternly resisted by the British Government at the outset, and ought to be resisted still.

A Diocesan Conference takes place to-day at St. Paul's College. Several important questions are on the agenda for consideration.

Mr. H. R. Hunter, manager of the Shanghai branch of the Hongkong and Shanghai Bank, has been to Japan on a holiday.

Mr. G. E. Anderson, the newly appointed United States Consul-General at Hongkong, arrived by the steamer Mongolia, accompanied by his wife and infant son.

A fire at Shanghai last week in a godown on the French Bund, belonging to Messrs. Shand & Co., did damage estimated at between Tls. 40,000 and Tls. 50,000. The loss was fully covered by insurance.

A Chinese who was arrested in Des Vœux Road with a quantity of percussion caps in his possession was at the Magistracy on Monday ordered by Mr. E. R. Halifax to pay a fine of \$25.

A Chinese who was arrested on board the s.s. *Tean* with 84 tuls of morphine in his possession was ordered by Mr. E. R. Halifax at the Magistracy yesterday to pay a fine of \$500, the alternative being three months' imprisonment.

The banns are published of a marriage between Mr. R. F. C. Master, solicitor, of the firm of Messrs. Johnson, Stokes & Master, and Miss Bertha Maude Tegar, who left England for Hongkong by the a.s. *Macedonia*.

A small boy who stole a bundle of clothing from a passenger on one of the Canton River boats was sentenced by Mr. J. R. Wood at the Magistracy yesterday to 48 hours' detention and twelve strokes of the birch.

Debenture bonds to the face value of three and a half million yen were issued for the Osaka Shōsen Kaisha last week. The price was Yen 92, and the bonds will bear interest at the rate of 5.5 per cent. per annum and be redeemable after the expiry of ten years.

It is stated (says the *Shanghai Mercury*) that the Tls. 3,500,000 which the Taotai borrowed from the foreign banks at 4 per cent. to relieve the money market is being lent to the native banks at 9 per cent. The difference, Tls. 175,000 per annum, will, it is said, be devoted to charitable purposes.

The a.s. *Mongolia* which arrived from Manila yesterday brought a party of 114 American tourists who are visiting the East under arrangements made by the *Los Angeles Examiner*. The party includes many prominent business people, and is in charge of Mr. W. M. Milne. During their stay here the visitors will take trips to Canton and Macao, where guides will be in attendance to show them the sights of those cities.

A Chinese property owner appeared before Mr. J. R. Wood at the Magistracy yesterday charged with failing to give the Registrar-General the necessary particulars for registering the floors of Nos. 104, 108, 112 and 114 First Street, from about the end of January to 5th September, 1910. On the departure of an old tenant and the succession of a new, it is the duty of a landlord to register the new tenant, but this the defendant failed to do. His Worship imposed a fine of \$10 for each house.

Cases were before Mr. J. R. Wood at the Magistracy yesterday in which coxswains of launches were charged with failing to stop when called upon to do so by the police, but the hearing of these was adjourned indefinitely pending a written opinion from the Attorney-General or the Crown Solicitor as to the meaning of a misdemeanour. The Ordinance states that any police officer can call on a launch to stop if he has any reasonable grounds to believe that a felony or misdemeanour has been committed on board.

BUILDING COLLAPSE IN LYNDHURST TERRACE.

Yet another indication of the instability of buildings in certain parts of the Colony was afforded yesterday about noon when No. 46, Lyndhurst Terrace, collapsed. There was only one woman (European) in the wing which gave way, and she, fortunately, escaped by heading a warning which came as a forewarning to the collapse. While resting on a couch, she was startled by a large piece of plaster falling from the roof, and lost no time in making her exit. Shortly afterwards the whole roof carried away and the beams crashed through the floor of the room and dismantled the rooms on the ground floor. The inmates of other parts of the house lost no time in making their escape when they heard the crash. Police were early on the scene and kept the crowd which had assembled back from the facade of the building, which threatened to topple over into the street. The Public Works Department were also notified, and coolies were soon at work shoring up the walls.

THE SEAMEN'S INSTITUTE.

The following letter has been received by the Bishop of Victoria from the Commodore—

MY DEAR BISHOP OF VICTORIA.—
I write these few lines to tell you how much I was impressed by the Seamen's Institute, which I had the pleasure of inspecting under your auspices. I have long been convinced that of all the many works which are undertaken with social improvement in view there are none which so well repay the efforts expended as the institute for Merchant Seamen with the churches and chaplains established by the Merchant Seamen's Society. Though one of the most useful and deserving classes of the nation, they have, I think, shared least in the general rise in the standard of living and comfort which has taken place in about 30 or 40 years, and by reason of the nature of their occupation it is more difficult for the church to do her duty by them than by almost any other class of men. These facts give extraordinary value to the work of the Society and its chaplains.

I was very much impressed with the institute at Wan Chai, its splendid building, the attractive and comfortable accommodation for the men and the good sense with which all the arrangements have been made, and I have no doubt it will add much to the well-being of the seamen, whose duty brings them to Hongkong, and be a fruitful source of good influence among them.

I am very pleased to comply with your invitation to join the committee of the Institute, and shall always be glad to do anything in my power to further the work so well begun.

Believe me, Yours sincerely, C. E. EYRES.

The Commodore has given a donation of \$110 to the funds of the Mission.

TELEGRAMS.

[Protected by the Telegraph Message]

Copyright Ordinance, 1894.]

[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS."]

A DEMOCRATIC TRIUMPH IN MAINE.

LONDON, September 13th.

Mr. Plaisted, a Democrat, has been elected Governor of the State of Maine. The Democrats are carrying the elections to the Legislature.

MURDER BY STRIKERS AT HAVRE.

LONDON, September 13th.

Strikers at Havre have murdered a dock hand who went to work, battering his head with stones.

The murder is said to have been deliberately planned by the Union, whose Secretary and two other persons have been arrested.

MEAT TRUST OFFICIALS INDICTED.

LONDON, September 13th.

A Chicago telegram states that the Federal Grand Jury has indicted ten high officials of the Swift, Armour and Morris Meat-packing Companies charging them with combination and conspiracy to create an illegal monopoly.

LABOUR TROUBLES IN ENGLAND.

LONDON, September 13th.

At the opening of the Trades Union Congress at Sheffield the leaders are faced with four serious disputes between Capital and Labour, viz., the troubles with the Boiler-makers, the South Wales Miners, and the Great Northern Railway men, and the threatened lock-out in the Lancashire cotton mills.

ANGLO-AUSTRIAN FRIENDSHIP.

LONDON, September 13th.

The Austrian Press is delighted with Lord Rosebery's visit and declare that the Mission marks a significant change in the attitude of Great Britain towards Austria-Hungary. The ill-feeling over the annexation of Bosnia and Herzegovina has been dispelled and friendly relations re-established.

THE THEATRE.

"OLD HEIDELBERG."

The Warwick Major Comedy Company scored another pronounced success at the Theatre Royal last night when they produced the great German student play "Old Heidelberg" which had a successful run of over two years at St. James' Theatre, London. A feature of last night's performance was the assistance rendered by the professionals in the student scenes, by a number of local amateurs who, needless to say, came in for their share of the plaudits of the spectators. It goes without saying that Miss Georgie Corless in the character of "Kathie" had ample scope for the display of her remarkable histrionic ability, and took the fullest advantage of it. Mr. Kenneth Brontompton as "Karl Heinrich" the hereditary Prince of Saxon Karlburg, and Mr. George Fredericks as minister of the household, kept the audience in constant laughter, and the leading characters in the play were well supported by the rest of the Company.

To-night the Warwick Major Comedy Co. are reverting to farcical comedy again and will stage that most mirth provoking farce written by Charles Hawtrey, "The Private Secretary." Many of our readers will remember Mr. Penley's laughable impersonation of this part, although the artist who created the part was Mr. Beerbohm Tree.

The Company give a performance of "Jane" at the Carlton Club on Monday next and "Are you a Mason?" on Tuesday. They return to Hongkong the following day, and play Arthur Hawtrey's famous farce "The New Boy" at the Theatre in the evening.

SUPREME COURT.

Tuesday, September 13th.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. F. A. HAZELAND (ACTING PUISSNE JUDGE).

CLAIM FOR WRONGFUL CONVICTION AND TRESPASS.

Before his Honour the Puisne Judge and a jury composed of Messrs. J. H. F. Brister (foreman), F. de Maester and A. Brown an action was heard in which Chin Po Shing claimed from Chan Tean Tsan and the Kwong Tai Kee firm the sum of \$1,000, as being to \$750 for goods belonging to the plaintiff and wrongfully converted by the defendants to their own use between June 29th and July 4th; and as to \$250 damage for trespass by the defendant on plaintiff's premises between the same dates.

In a counterclaim which was filed claiming \$75 for three months' rent plaintiff consented to judgment.

Mr. Leo d'Almada Castro appeared for the plaintiff, and defendants were represented by Mr. H. W. Looker (of Messrs. Deacon, Looker & Deacon).

Mr. Almada, in opening, informed the Court and jury that this action was brought by the plaintiff, who traded in the Colony as a furniture dealer. He was a tenant of the defendants, who were the owners of 180, Queen's Road West.

The plaintiff became a tenant of the defendants some time in June, 1907. The rent agreed upon was \$25 a month, and he paid it regularly as it became due. Eventually, however, it got in arrear for two Chinese moons, and some time about the end of June or the beginning of July defendants sent their rent collector to the plaintiff to ask him to pay the amount of his arrears of rent. Plaintiff said he had not quite sufficient money, but told the collector he was going to the country to see his father, and that he would send sufficient money from the latter to pay the rent due. The collector apparently told the landlords what had happened, and the plaintiff, before leaving for Canton, told his clerk to make out a list of the furniture in the shop, and to look after the business in his absence. After leaving Hongkong the landlord deliberately went into the plaintiff's shop, told the folks to leave the premises, took possession, held a sale of all his goods and subsequently let the premises to somebody else. When the plaintiff returned on July 5th and discovered what had happened he went to the landlord and asked him what he meant. The landlord said he had attached the shop, as rent was owing him. The defendants admitted that they had wrongfully converted certain goods. There was a well-known English maxim which said that "every man's house was his castle." These premises were leased to the plaintiff, and if any rent was due the defendant should have come to Court to recover it under the Distress for Rent Ordinance. The law did not allow him to take the high-handed action he did.

The case was adjourned.

CORRESPONDENCE.

GAME SHOOTING.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Hongkong, Sept. 10th.

DEAR SIR.—I hope "H. B. P." will not accuse me of any discourtesy in tardy reply to his letter dated 20th August, and published in the *H. K. D. P.* of the 6th, the delay on my part being entirely unavoidable. Taking the subject of his letter I may at once remark that the breeding-habits of a very few game birds are known to me, such birds quail, snipe, duck and woodcock being all migratory. Pheasants are rarely seen so far south as Hongkong, although an occasional one has been shot round about Mirs Bay. Some local sportsmen once tried pheasant shooting on the Island of Hongkong, but the experiment, proving unsuccessful, was abandoned.

Regarding partridge, I consider the 1st of October quite early enough to open the season. The Game Laws of Hongkong are somewhat ambiguous, the sale of partridges being forbidden from March to September inclusive, whilst a Game Licence allows one to kill game from the 1st of September. Personally, I consider that March also should be open to sportsmen, as partridge mating does not begin till well into April. I make this last statement unreservedly, and as the result of many years' observation. I thank "H. B. P." for the interest shown in my articles, and shall be happy to supply any additional information on the subject.

SPORTSMAN.

JAPANESE COTTON YARN IN SOUTH CHINA.

According to the *Osaka Mainichi*, the Hongkong market is at present monopolized by Indian yarn, which occupy about eighty per cent. of the total imports there. The balance is being filled by Japanese and British yarns. The *Osaka* paper is inclined to think that the recent proposal made in India to impose an export duty on cotton to Japan had its origin among Indian yarn merchants, who are anxious to monopolize the market. Hongkong is a free port, and it is not definitely known to what extent Indian yarns are imported to various provinces in South China through Hongkong. Inquiries show, however, that about 200,000 bales of Indian yarns are imported to South China each year. Owing to the general business depression in South China and the prevalence of high quotations on Indian yarns it is reported that 50,000 bales of Indian yarns are now accumulated on the Hongkong market. Japanese yarns, the *Osaka* journal says, have been ousted from Hongkong by the Indian yarns since the starting of the Canton boycott of Japanese goods in 1902. It is, however, reassuring to note that the demand for Japanese yarns in South China from January 1st to July 31st this year amounted to 5,688 bales. These figures show an increase of 15 per cent. compared with the returns for the corresponding period of last year.

Japan Gazette.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday at the Board Room. Mr. E. D. C. Wolfe presided, and there were present:—Hon. Mr. E. A. Irving (Registrar-General), Mr. A. Shelton Hooper, Dr. G. L. Fitzwilliams, Colonel Bedford, R.A.M.C. (Principal Medical Officer), Mr. Ng Hon Tsz, Dr. F. Clark (Medical Officer of Health), Dr. W. W. Pearce (Assistant Medical Officer of Health), and Mr. W. Bowen Rowlands (Secretary).

THE POKFULAM WATER SUPPLY.

A further letter from the Government was submitted relative to the Pokfulam water supply. It read:—With reference to my letter No. 2357/10 of the 23rd ult., I am directed to inform you that the fences to preclude access to the tunnel were reported on the 23rd instant by the Director of Public Works to be complete with the exception of the fixing of a few wires which must await the completion of some work that the military authorities are carrying out in the stream bed. The military authorities were requested on the 29th ult. to have the building rubbish scattered about on the hillside opposite the Mt. Austin Barracks tidied up and the ground turfed where necessary.

Dr. FITZWILLIAMS minuted:—It is interesting to note that since the reply of the Government has been to hand, building operations have actually been started on the catchment area. Paragraph 3 states that this is and has been for many years forbidden.

Hon. Mr. Haworth.—The report of the sub-committee has been subjected to a good deal of criticism both in the Press and elsewhere. As the matter is again before the Sanitary Board I take this opportunity of stating that my own idea and I believe that of the two other members of the committee, was that the Government should no longer delay in constructing the proposed new reservoir at Tytan, and thus make it possible to close the Pokfulam Reservoir. I do not think any of the sub-committee contemplated that the Government should do away with Pokfulam until the Tytan scheme had been completed.

The PRESIDENT stated that the building operations referred to he took it meant the rebuilding of the pavilion that drained towards the Aberdeen side. He did not think the question of the drainage coming within the Pokfulam branch area could be raised.

The PRINCIPAL MEDICAL OFFICER.—That new house at Mt. Austin has been built since.

The PRESIDENT.—That is also supposed to drain on to the other side.

BULLOCK TRACTION AND WATER CARTS.

The HEAD OF THE SANITARY DEPARTMENT submitted a minute in which he pointed out that the Department were practically losing the full benefit of bullock traction by using two-wheeled instead of four-wheeled carts. It would entail a considerable saving if four-wheeled carts were introduced, and to this experiment he took it that members would have no objection to raise. The objections taken at the last meeting at which the subject was discussed were to the dangers connected with the rotary sprays. He attached a minute by Inspector Reidie explaining the working of these rotary sprays, but he did not wish to press the innovation. If the members considered that the box spray or the ordinary spray as supplied to the present carts would be more effective and less liable to get out of control it could be affixed to the new carts. The latter should, however, be of the four-wheeled type to save time and further to enable them to gain the full advantage of the new form of traction.

The COLONIAL VETERINARY SURGEON minuted that the present cart took 200 gallons or about 2,000 lbs. of water. It was two-wheeled and therefore part of the weight must be carried by the bullocks on their necks. As the water moved while being carried so did the weight on the animal vary, and especially so on uneven surfaces or when turning. A certain weight must always be on the neck so as to prevent the cart tipping up. Only a narrow track was watered necessitating the use of more carts and bullocks to water a given surface. With four-wheeled carts taking 400 gallons there was no weight on the bullocks at any time, turning was easier owing to the larger wheel base, more than double the width of the street was watered and fewer carts and bullocks were needed. With both carts the whole weight was only to be moved at the beginning of the journey, and as the carts proceeded the weight lessened. On fairly level roads the amount of work done by each pair of bullocks in the two-wheeled or four-wheeled carts would be practically the same. In the four-wheeled carts there was a heavier pull, but this was compensated for by the absence of sagging of the load and by the less wear and tear on the bullock's legs and feet through having less weight to carry, and in down-hill work by the brake doing the holding back instead of the bullocks.

Hon. Mr. HAWORTH.—I approve of four-wheeled carts provided the Colonial Veterinary Surgeon is satisfied two bullocks can draw 4,000 lbs. without undue strain.

The PRESIDENT said he brought this matter up again because he did not want to order new carts before the Board had settled definitely on the type. There was a certain sum of money allotted for next year, and as they were using bullocks they would be losing the full benefit by sticking to the two instead of the four-wheeled carts. He took it that last time he brought up the subject exception was taken chiefly to the rotary portion of the new cart. If that was so, sprays similar to those in use at present could be adopted.

Mr. HOOPER.—What width of road would be covered with the new spray as compared with the old one?

The PRESIDENT.—If we keep the same size sprays, that means that we don't have to load up

Mr. HOOPER.—Are you going to increase the width of the spray?

The PRESIDENT.—We will slightly increase it if necessary.

Mr. HOOPER.—If necessary! That is what I am dead against.

The PRESIDENT said they should get the full benefit of a four-wheeled cart, which could be pulled practically as well as a two-wheeled cart. This meant very much less filling up, and also saved inspanning the bullocks. If they stuck to the two-wheeled cart he was afraid they would have to have a man at each standpipe, which, of course, would increase the expenditure.

Mr. HOOPER said the President had dropped one of the arguments he had previously used in favour of having the larger tanks, and that was that they would be able to have a wider pipe and a much wider spray. Now he understood the President to say that these large tanks held a greater quantity of water, and that they would have to go to the standpipes fewer times. He didn't mind that at all, but he still wished the width of the spray reduced.

The PRESIDENT said he was of the opinion that they would gain still more by having a rotary spray, but as members did not like it, and thought the Chinese would not be as quick at handling it as Europeans, he would drop that part of the question, and the spray would be similar to the one in use at present.

It was agreed to purchase four-wheeled instead of two-wheeled carts, with an increased storage capacity for water.

SECURITIES FOR CONTRACTS.

The HEAD OF THE DEPARTMENT submitted a minute relative to the securities for Sanitary Board contracts.

Hon. Mr. HEWITT.—I approve of cash deposits. Does the Government allow interest on such deposits?

The PRESIDENT said this question came up, he thought, in connection with the new contract that was made for the removal of blood and hair from Kennedy Town after the old contractor had absconded. The latter's securities were found valid until the time he disappeared, then on investigation they were found no longer valid.

In order to avoid loss in this manner again he proposed to slightly decrease the amount of the security, but to make it a cash deposit. In reply to the minute of the Hon. Mr. Hewitt, he said that the money would be deposited in the bank, and the bank rate of interest on fixed deposit, four per cent, would be allowed to the contractor.

The discussion ended, and the paper was laid on the table.

stopped he authorised the inspector concerned to take out a summons. The only difficulty that arose in connection with the summons was the magistrate's opinion, which he proposed to hold over, as to whether the stuff was dirt or not. It looked as if the case would last some time, but as the manager of the Tramway Company, who was in Court, said he was willing to do anything to avert the nuisance, the speaker thought it much better to withdraw the proceedings.

Mr. HOOPER.—You stated that you had authorised this inspector. I believe that he gave a scavenging coolie into custody. May I ask if he had your authority to do that, knowing that the coolie was an employee of a public company here? In having him arrested instead of summoning him, he exceeded his duty by going farther than you authorised him to go. Coming to the merits of the case: a man goes round and takes out of the lime stuff which has accumulated, and which to my mind has largely been swept there by scavengers of the Sanitary Department. The oil was put on the lime for a good purpose, for the benefit of the public, and to prevent noise. Then you have a deposit of what was the surface of the road mixed with the oil. Whether that is a nuisance or not I am not prepared to say definitely, but I should think it was most decidedly not, considering that in some large towns in England the same thing takes place, and at the request of the municipal authorities this stuff is re-distributed on the roads. It cannot be so bad or it would not be allowed to remain on the roads at Home. For an inspector to take the high-handed action this man did was most unjustifiable.

The PRESIDENT.—In reply to this I beg further to add that I consider this stuff does not constitute a nuisance. I personally have never seen oil put on the tram lines in any city in the United Kingdom, and as for being allowed to remain on the roads, that is absolute news to me. If any member of the Board has seen it, he will admit, I think, that it is very liable to cause accidents. It is rather straining the point to say the coolies took this stuff into the tram lines.

Mr. HOOPER.—I meant that it got in.

The PRESIDENT.—It gets in, otherwise it would not have to be removed. I maintain that the proper place for it is the coolie's tin or dust bin, not the road. This man was warned, but declined to do what the inspector told him, and the inspector handed him over to a policeman. I maintain that the inspector did not exceed his duty.

The discussion ended, and the paper was laid on the table.

MINDANAO RUBBER.

"Rubber in Mindanao is no longer in the speculative stages, but has now taken the top place in the market," said Major George P. Kern, Director of Forestry, who returned last week to Manila after a two weeks' absence in the south. "The trees are giving a fair grade of rubber," continued the Major. "There are enough rubber lands for them to plantations, especially in Basalan and the Cotabato valley. In fact the planters wherever I happened to meet them were more hopeful than ever before. The copra business was never better. Where 1,000 piculs were formerly considered a wonderful export they are now sending out 5,000. They are planting coconuts everywhere and opening up new lands."

While in Zamboanga Major Ahearn met a merchant from Singapore who told him that the Philippines exhibit at the agricultural fair was by far the best and most attractive they had yet seen there, and that the Governor in his speech referred to it most enthusiastically.

The enthusiastic reference appears in the published reports of the Governor's speech in these words:—"We are also glad to have our friends from Manila, who on very short notice have sent a most interesting exhibit which will attract a great deal of attention."

SHIPBUILDING IN JAPAN.

From the official organ of the Chamber of Commerce at Yokohama we learn that at the end of 1909 the number of shipbuilding yards large and small in Japan was 239, while docks numbered 55.

The supply, however, is still insufficient to meet the demand of those engaged in marine transportation business and some imports of ships are noted every year. According to the statistics of the Department of Communications the number of ships constructed at home and those imported during the past twenty years is as follows:

NUMBER OF SHIPS CONSTRUCTED IN JAPAN.

Steamships Sailing Vessels

No. of Ships Tonnage No. of Ships Tonnage

1890 ... 30 6,365 13 1,213

1891 ... 33 5,395 7 803

1892 ... 32 5,944 8 688

1893 ... 26 3,967 4 459

1894 ... 33 5,347 10 1,311

1895 ... 47 8,777 6 951

1896 ... 36 5,260 11 1,061

1897 ... 57 10,983 18 2,472

1898 ... 54 15,229 202 20,836

1899 ... 53 18,157 216 20,342

1900 ... 53 15,033 193 17,873

1901 ... 71 31,829 202 20,259

1902 ... 67 16,328 137 13,035

1903 ... 65 33,612 124 9,925

1904 ... 114 27,560 100 11,275

1905 ... 103 30,089 728 16,760

1906 ... 90 35,151 411 22,444

1907 ... 79 29,998 248 19,949

1908 ... 77 68,070 192 14,607

1909 ... 98 50,795 193 15,188

Steamships Imported Sailing Vessels

No. of Ships Tonnage No. of Ships Tonnage

1890 ... 10 13,781 1 440

1891 ... 4 6,653 1 440

1892 ... 7 7,957 1 440

1893 ... 10 13,036 2 1,776

1894 ... 38 96,727 2 1,776

1895 ... 35 66,424 2 572

1896 ... 27 34,391 1 572

1897 ... 22 67,454 1 572

1898 ... 17 44,110 1 572

1899 ... 9 25,974 1 572

1900 ... 13 28,492 2 572

1901 ... 12 19,344 1 572

1902 ... 10 20,684 1 572

1903 ... 17 33,440 1 572

1904 ... 72 177,293 1 572

1905 ... 100 138,706 11 572

1906 ... 23 30,142 2 572

1907 ... 34 32,009 3 572

1908 ... 21 19,178 2 572

1909 ... 8 8,032 2 572

A TIBETAN CONQUEST OF CHINA.

At a time when Great Britain, as the latest Blue-book on Tibet shows, has been forced to enter her vigorous protest against China's reduction of Tibet to the status virtually of a mere province of the Celestial Empire, it is interesting to discover that the present relative positions of these two countries was once completely reversed, and that Tibet at that time seems to have treated her vanquished foe with great generosity. Indeed, China narrowly escaped having a Tibetan dynasty thrust upon her, and escaped that fate mainly, it would seem, through Tibet's intense attachment to her own country, forbidding though this land may appear to foreigners.

This important news is disclosed in an ancient edict, discovered on a pillar of victory by the present writer in Lhasa, dating to about A.D. 764, and is in itself the oldest historical Tibetan document but one known to us. It is here published for the first time. It chronicles the conquest of China by Tibet, the annexation of whole provinces, the occupation of the Imperial capital, the setting up of Tibet of a new Emperor, the Emperor Kwang Tang Wang also, having come forth from the fort of Keng-shi, the modern Shangchow, 100 miles east of Sianfu (Changan). Keng-shi having been brought down, the Inner Minister of the Lord of China "byen-keng," cowered and ceased [digging] entrenchments and whatever Tibet *** [demanded] *** whatever Tibet *** causing disturbances *** Keng-shi *** causing disturbances *** King Che-chung [properly Cheng-hung] *** to hold the dominion for the future.

KLUNG having done *** [this] became Counsellor at the feet [of the King]. His [sound] judgments has caused happiness for the dominion.

It has always been a puzzle to Western students of Chinese history to understand why the Tibetans, at a time when they had China at their feet and were menacing the very existence of the Chinese Empire, should have ceased somewhat suddenly from their aggression and encroachments and have disappeared altogether from Chinese history—and this, too, at a time when China under the weak rule of the later Tang Emperors was less able to defend herself than formerly. The Chinese themselves attributed this cessation of hostilities to the rise of internal factions amongst the Tibetan nobility, leading about half a century to the extinction of the dynasty by assassination followed by long civil war.

A GREAT RENUNCIATION.

This newly-found edict explains a great deal in regard to this question, and makes it evident that the subsidence of the great wave of devastation militarism occurred in the hour of Tibet's greatest strength; and that it was probably due in great measure, to the specific influence exerted by the staff of Indian Buddhist monks, then at Lhasa, upon this King, who about this period became the founder of Lamaism.

In the light of this edict, we now see that the joint Treaty-Edict of twenty years later—namely that of A.D. 783 with the Emperor Te Tsung, recently published by the present writer in fixing the eastern boundary of Tibet at the Koko Nor Lake, chronicled an enormous concession of territory by Tibet. A tract of over 6,000 miles long by 150 to 200 miles broad, comprising the conquered portion of Shensi and the greater portion of Kansu, was apparently, under no compulsion, tactfully restored to China. This extreme generosity on the part of the Tibetan Monarch, who had conquered these provinces, was presumably inspired by some extent by the Indian Buddhist monks, whom he had at Lhasa engaged in translating the Scriptures into Tibetan, and who undoubtedly, as the present writer has shown, revised the text of 782. It was also probably contributed to in no small degree by the King's warm attachment to his country. His edict of

NOTICE.

Communications respecting **Advertisements**, **Subscriptions**, **Printing**, **Binding**, &c., should be addressed to the **DAILY PRESS** only, and special business matter to the **MANAGER**.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of **DAILY PRESS** should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box 33. Telephone No. 12. Telegraphic Address: **PRESS CODES: A.B.C.**

5th Ed. Lieber's.

PUBLIC COMPANIES

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

THE NINTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, St. George's Building, No. 6, Connaught Road, on **SATURDAY**, 17th September, 1910, at Noon, for the purpose of receiving a Statement of Accounts and Report of the General Manager for the year ending 31st July, 1910, and electing a Consulting Committee and Auditors.

SHEWAN, TOMES & CO., General Managers. Hongkong, 2nd September, 1910. [1016]

HONGKONG COTTON SPINNING WEAVING AND DYEING CO., LTD.

NOTICE TO SHAREHOLDERS.

THE ORDINARY ANNUAL MEETING of SHAREHOLDERS of the above Company will be held at the Office of the General Managers on **SATURDAY**, the 24th September, at 11.15 A.M., for the purpose of receiving the Report of the Consulting Committee and Statement of Accounts to 31st July, 1910.

THE TRANSFER BOOKS of the Company will be **CLOSED** from the 17th to the 24th September, 1910, both days inclusive.

JARDINE, MATHESON & CO., LTD., General Managers. Hongkong, 12th September, 1910. [1053]

DOUGLAS STEAMSHIP CO., LTD.

THE ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Office, on **SATURDAY**, the 24th September, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 30th June, 1910.

THE TRANSFER BOOKS of the Company will be **CLOSED** from the 9th to the 24th Sept., both days inclusive.

DOUGLAS, LAPRAIK & CO., General Managers. Hongkong, 3rd September, 1910. [1018]

INTIMATIONS

G. S. R.
TENDERS.

TENDERS are invited for the Supply of **TIMBER**, **TIMBER MATERIALS**, and **SPARS** to H. M. NAVAL YARD for our year from 1st November next.

Forms of Tender may be obtained on application to the **NAVAL STORE OFFICE**.

The right is reserved of rejecting all or any Tenders, and of accepting any portion of a tender.

EDGAR WATTS, NAVAL STORE OFFICER. Hongkong, 9th September, 1910. [1040]

G. S. R.

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

IN THE MATTER OF THE COMPANIES' ORDINANCES 1865 to 1886, and

IN THE MATTER OF THE HONGKONG AND MANILA YUEN SHEN EXCHANGE AND TRADING COMPANY, LIMITED.

THE CREDITORS of the above-named Company are required on or before **FRIDAY**, the 11th day of November, 1910, to send their names and addresses, and the particulars of their debts or claims, and the names and addresses of their Solicitors, if any, to LAU CHU-PAK of Alexandra Buildings, Victoria, Hongkong, Comptredore to Messrs. A. S. Watson & Company Limited, the Official Liquidator of the said Company, and, if so required by notice in writing from the said Official Liquidator, are by their Solicitors to come in and prove their said debts or claims, at the Chambers of The Honourable Sir FRANCIS PIGGOTT, K.T., Chief Justice of Hongkong, in the Supreme Court House, Victoria, Hongkong, at such time as shall be excluded from the benefit of any distribution made before such debts are proved.

FEIDAY, the 18th day of November, 1910, at 10 o'clock in the forenoon, at the said Chambers, is appointed for hearing and adjudicating upon the debts and claims. Dated this 2nd day of September, 1910. J. H. KEMP, Registrar. JOHNSON, STOKES & MASTER, Prince's Buildings, Ice House Street, Hongkong. [1047] Official Liquidator's Solicitors.

INTIMATIONS

HONGKONG CLUB.

NOTICE.

THE EIGHTEENTH HALF-YEARLY DRAWING of SIXTY-FIVE DEBENTURES (1896 issue) of the Hongkong Club, Payable on **FRIDAY**, the 30th Sept., 1910, will be held at the Club House at 11 o'clock A.M. on **SATURDAY**, the 17th September, 1910.

Bearers of Debentures are invited to attend the Drawing.

By Order, JAMES CRAIK, Secretary. Hongkong, 1st September, 1910. [1006]

HONGKONG CLUB.

NOTICE.

A N EXTRAORDINARY GENERAL MEETING of the Members of the Club will be held in the Club House on **TUESDAY**, the 20th September, 1910, at 5.15 P.M. to confirm the Resolutions passed at the Extraordinary General Meeting held on the 31st August, 1910, as posted in the Hall of the Club.

By Order, JAMES CRAIK, Secretary. Hongkong, 1st September, 1910. [1017]

HONGKONG FOOTBALL LEAGUE.

THE ANNUAL GENERAL MEETING will be held at the Y.M.C.A. Rooms, on **THURSDAY**, 22nd September, at 5.30 P.M. Entries for Leagues 1 and 2 close 22nd Sept., at 5.30 P.M.

F. BROWNE, Chairman, ALEX. P. STOREE, Hon. Secretary. Hongkong, 13th September, 1910. [1052]

VICTORIA RECREATION CLUB.

THE ANNUAL AQUATIC SPORTS will take place in the Club Bath, on the 22nd, 23rd and 24th inst. The HALF-MILE to be swum in the open, is for the CHAMPIONSHIP of the Colony. Entries close on the 17th inst. Entry Forms obtainable from the Steward.

FRANK LAMMERT, Hon. Secretary. Hongkong, 12th September, 1910. [1044]

WANTED.

BOARD and RESIDENCE for Young Man (19), from Middle of November. Peak or Higher Level. Please apply—“NOVEMBER,” Care of “Daily Press” Office, Hongkong, 12th September, 1910. [1043]

VIENNA CAFE CO. (1910) LIMITED (RECONSTRUCTED). QUEEN'S ROAD CENTRAL, (Opposite Post Office.)

A FIRST CLASS RESTAURANT

TABLE D'HOTE OR A LA CARTE) AFTERNOON TEAS, ICES, LIGHT REFRESHMENTS. SPECIALLY SELECTED BRANDS OF WINES, SPIRITS, BEERS, &c. AN EXTENSIVE MODERN BAKERY. A FRENCH CHEF. Hongkong, 23rd July, 1910. [974]

SHOT MANUFACTURERS.

ABBY IMPROVED CHILLED SHOT Co., LTD., Newcastle-on-Tyne. Makers of Chilled Hard and Soft Shot (Wholesale only).

CARTRIDGES, SPORTING (ABBEYETTE BRAND).

Loaded by the ABBY IMPROVED CHILLED SHOT Co., LTD., Newcastle-on-Tyne. Makers of Chilled Hard and Soft Shot (Wholesale only). [925]

WE beg to inform our Lady Customers that our Establishment will be **CLOSED** at 5.30 P.M. every day, commencing from 5th September, for One Month only, owing to our FASTING HOLIDAYS.

HOOSAIN-ALI & CO., No. 14, Queen's Road Central. Hongkong, 5th September, 1910. [707]

NOTICE.

WE beg to inform our Lady Customers that our Establishment will be **CLOSED** at 5.30 P.M. every day, commencing from 5th September, for One Month only, owing to our FASTING HOLIDAYS.

NOTICE.

WE beg to inform our Lady Customers that our Establishment will be **CLOSED** at 5.30 P.M. every day, commencing from 5th September, for One Month only, owing to our FASTING HOLIDAYS.

NOTICE.

WE beg to inform our Lady Customers that our Establishment will be **CLOSED** at 5.30 P.M. every day, commencing from 5th September, for One Month only, owing to our FASTING HOLIDAYS.

NOTICE.

WE beg to inform our Lady Customers that our Establishment will be **CLOSED** at 5.30 P.M. every day, commencing from 5th September, for One Month only, owing to our FASTING HOLIDAYS.

NOTICE.

WE beg to inform our Lady Customers that our Establishment will be **CLOSED** at 5.30 P.M. every day, commencing from 5th September, for One Month only, owing to our FASTING HOLIDAYS.

NOTICE.

WE beg to inform our Lady Customers that our Establishment will be **CLOSED** at 5.30 P.M. every day, commencing from 5th September, for One Month only, owing to our FASTING HOLIDAYS.

NOTICE.

WE beg to inform our Lady Customers that our Establishment will be **CLOSED** at 5.30 P.M. every day, commencing from 5th September, for One Month only, owing to our FASTING HOLIDAYS.

NOTICE.

WE beg to inform our Lady Customers that our Establishment will be **CLOSED** at 5.30 P.M. every day, commencing from 5th September, for One Month only, owing to our FASTING HOLIDAYS.

NOTICE.

WE beg to inform our Lady Customers that our Establishment will be **CLOSED** at 5.30 P.M. every day, commencing from 5th September, for One Month only, owing to our FASTING HOLIDAYS.

NOTICE.

WE beg to inform our Lady Customers that our Establishment will be **CLOSED** at 5.30 P.M. every day, commencing from 5th September, for One Month only, owing to our FASTING HOLIDAYS.

NOTICE.

WE beg to inform our Lady Customers that our Establishment will be **CLOSED** at 5.30 P.M. every day, commencing from 5th September, for One Month only, owing to our FASTING HOLIDAYS.

NOTICE.

WE beg to inform our Lady Customers that our Establishment will be **CLOSED** at 5.30 P.M. every day, commencing from 5th September, for One Month only, owing to our FASTING HOLIDAYS.

NOTICE.

WE beg to inform our Lady Customers that our Establishment will be **CLOSED** at 5.30 P.M. every day, commencing from 5th September, for One Month only, owing to our FASTING HOLIDAYS.

NOTICE.

WE beg to inform our Lady Customers that our Establishment will be **CLOSED** at 5.30 P.M. every day, commencing from 5th September, for One Month only, owing to our FASTING HOLIDAYS.

NOTICE.

WE beg to inform our Lady Customers that our Establishment will be **CLOSED** at 5.30 P.M. every day, commencing from 5th September, for One Month only, owing to our FASTING HOLIDAYS.

NOTICE.

WE beg to inform our Lady Customers that our Establishment will be **CLOSED** at 5.30 P.M. every day, commencing from 5th September, for One Month only, owing to our FASTING HOLIDAYS.

NOTICE.

WE beg to inform our Lady Customers that our Establishment will be **CLOSED** at 5.30 P.M. every day, commencing from 5th September, for One Month only, owing to our FASTING HOLIDAYS.

NOTICE.

WE beg to inform our Lady Customers that our Establishment will be **CLOSED** at 5.30 P.M. every day, commencing from 5th September, for One Month only, owing to our FASTING HOLIDAYS.

NOTICE.

WE beg to inform our Lady Customers that our Establishment will be **CLOSED** at 5.30 P.M. every day, commencing from 5th September, for One Month only, owing to our FASTING HOLIDAYS.

NOTICE.

WE beg to inform our Lady Customers that our Establishment will be **CLOSED** at 5.30 P.M. every day, commencing from 5th September, for One Month only, owing to our FASTING HOLIDAYS.

NOTICE.

WE beg to inform our Lady Customers that our Establishment will be **CLOSED** at 5.30 P.M. every day, commencing from 5th September, for One Month only, owing to our FASTING HOLIDAYS.

NOTICE.

WE beg to inform our Lady Customers that our Establishment will be **CLOSED** at 5.30 P.M. every day, commencing from 5th September, for One Month only, owing to our FASTING HOLIDAYS.

NOTICE.

WE beg to inform our Lady Customers that our Establishment will be **CLOSED** at 5.30 P.M. every day, commencing from 5th September, for One Month only, owing to our FASTING HOLIDAYS.

NOTICE.

WE beg to inform our Lady Customers that our Establishment will be **CLOSED** at 5.30 P.M. every day, commencing from 5th September, for One Month only, owing to our FASTING HOLIDAYS.

NOTICE.

WE beg to inform our Lady Customers that our Establishment will be **CLOSED** at 5.30 P.M. every day, commencing from 5th September, for One Month only, owing to our FASTING HOLIDAYS.

NOTICE.

WE beg to inform our Lady Customers that our Establishment will be **CLOSED** at 5.30 P.M. every day, commencing from 5th September, for One Month only, owing to our FASTING HOLIDAYS.

NOTICE.

WE beg to inform our Lady Customers that our Establishment will be **CLOSED** at 5.30 P.M. every day, commencing from 5th September, for One Month only, owing to our FASTING HOLIDAYS.

NOTICE.

WE beg to inform our Lady Customers that our Establishment will be **CLOSED** at 5.30 P.M. every day, commencing from 5th September, for One Month only, owing to our FASTING HOLIDAYS.

NOTICE.

WE beg to inform our Lady Customers that our Establishment will be **CLOSED** at 5.30 P.M. every day, commencing from 5th September, for One Month only, owing to our FASTING HOLIDAYS.

NOTICE.

WE beg to inform our Lady Customers that our Establishment will be **CLOSED** at 5.30 P.M. every day, commencing from

THE WORLD'S SCULLING CHAMPIONSHIP.

NEW ZEALANDER VICTORIOUS.

[BY GUY NICKALLS, SPECIAL CORRESPONDENT OF THE "DAILY TELEGRAPH."]

LIVINGSTONE (RHODESIA), Aug. 18.

The race between Ernest Barry (England) and Richard Arnest (New Zealand) for the World's Sculling Championship took place here in hot weather this afternoon.

The start was made by mutual consent, both competitors getting off easily.

Arnest was the popular favourite, and fulfilled predictions by leading at the end of the first quarter of a mile. He had increased his lead at the end of the first mile and maintained it for the next two. He was, however, rowing the slower stroke throughout.

The story of the race is told when it is said that Arnest's superior physique told its tale, and that Barry's fine watermanship was not an adequate equivalent for Arnest's superior muscle and sinew.

Although Arnest won, and won by more than half a dozen lengths, he was driven every inch of the way home, and confessed to the most "gruelling" and punishing race of his life.

Barry stopped just before the finish. Exhausted nature could do no more, the conditions being all against the lighter man.

Of the three boats which were brought out for Barry on the *Kildonan Castle* he used that made by Simms and the Norris oars.

A SEVEN LENGTHS WIN.

In intensely hot weather and before about 1,500 spectators the race for the World's Sculling Championship between Arnest, New Zealand (holder), and Barry, England, was rowed this afternoon over a three-and-a-half miles course on the Zambezi.

Barry won the toss and chose the north bank station. The race started at 13 minutes past three. The Englishman got off splendidly and held an advantage for the first twenty yards, but Arnest rapidly overhauled him and, forcing the pace, led by a length at the end of half a mile.

Arnest continued to increase his lead through rough water and a hot head wind, and covered the first mile in 5min. 25sec. Both men appeared to be quite comfortable, and were striking at the rate of 26 to the minute.

The New Zealander gradually crept further away and was three lengths to the good a quarter of a mile from home, when Barry suddenly dropped his head and was apparently beaten.

Barry, however, brightened up instantly and put on a magnificent spurt. At this time he was receiving Arnest's wash, and forty yards from the finish he stopped rowing, leaving Arnest to win amid great enthusiasm by seven lengths.

Time, 20min. 14.5-sec.

After the race Arnest said that Barry was by far the strongest competitor he had ever met.

THE MEN AND THEIR RECORDS.

Weight and experience have, for the present at least, triumphed over form, and Arnest, the New Zealander, has added another victory to his list of sculling successes in the World's Championship. Mr. Guy Nickalls, in his cabled despatch printed above, gives the essential points in the contest. It is at any rate certain that the Englishman, Ernest Barry, was by no means dis-

graced. To have given the conqueror of Webb and Welch—a man whose weight exceeded his own by over a stone—"the most gruelling and punishing race of his life" is a justification of the confidence placed by English sportsmen in Barry. Arnest, although he eventually won "easily," was driven every inch of the way home.

Since 1876, when "Trickett" came from Australia to England and beat Sandler, only two Englishmen, until Barry's claim, were taken up by Messrs. Blackstaffe and Nickalls, had endeavoured to wrest the championship from the holders, who for the last thirty-four years have always been representatives of one or other of the younger States of the Empire. Boyd was beaten by Hanau, the Canadian champion in 1882, and Wag Harding by Stanley (Australia) in 1896. Whatever else yesterday's race has or has not accomplished, it has proved that aquatic sportsmanship is not dead in England, and it has succeeded in further encouraging racing enthusiasm which had been revived by Barry's victory over Towns over the Championship Course from Putney to Mortlake in October, 1908. The fact that Barry then succeeded in lowering the time record over the Championship Course by over half a minute emphasised the faith placed in him by the best English scullers. It is to be hoped that he may yet have an opportunity of meeting Arnest on that course, and that something of the old popularity of the sport, which has waned since the great days of Kelly and Chambers, may be revived.

As to the monetary reward, the contestants were matched for £500 a side, and the £1,000 subscribed by South African tailors and merchants £750 goes to Arnest and £250 to Barry, who in addition gets his £300 expenses. The whole cost of Barry's outfit and guarantee has been considerably more than this sum would indicate, and every credit is due to the subscribers to the English fund, which, in addition to the £1,000 purse, had to be raised by voluntary subscription before Barry's visit to South Africa became possible.

Since 1876 there have now been eleven world's champions. Australia has provided seven—Trickett, Beach, Kemp, Scarle, McLean, Stanbury, and Towns; Canada two—Hanau and Gaudier; and New Zealand two—Webb and Arnest, the present holder.

Barry was born on November 25, 1883 (Barry was born on February 12, 1882), only just to aquatics some four years ago. Previously he had been known as a cycling champion. His height is 6ft., and his weight 13st. His previous races for the championship had been:

December 15, 1908, v. Webb. On the Wangzhan (a runaway win).

June 22, 1909, v. Webb (the second time, again on the Wangzhan; a better race, but also won easily).

April 4, 1910, v. Welch (won easily).

GREAT FIRE IN JERSEY CITY.

OVER \$200,000 DAMAGE.

The manufacturing quarter of Jersey City was swept by fire, on the night of the 17th ult., and the damage is estimated at one to two million dollars. One person has been killed, and one fatally injured.

The fire broke out in the factory of Messrs. Trulow, Tulle & Co., makers of cork products, and also destroyed the establishment of Messrs. Aves, Spike & Company, and other extensive plants. New York firemen were called upon to assist in extinguishing the flames.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:

On the 13th at 11.55 a.m.—The barometer has risen considerably in N.E. Japan, the depression lying over that area yesterday having moved away over the Pacific.

Pressure is giving way over W. Japan, the depression lying over the Yangtze valley yesterday having moved into the Yellow Sea.

High pressure still covers the Pacific between the Bonins and Formosa.

Light or moderate S.E. and variable winds may be expected in the Formosa Channel and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 1.19 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

S.E. or variable winds, light or moderate; showery.

Formosa Channel Same as No. 1.

South coast of China between Hongkong and Lamack. Same as No. 1.

South coast of China between Hongkong and Hainan. Same as No. 1.

Hongkong & Neighbourhood Same as No. 1.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:

On the 13th at 11.55 a.m.—The barometer has risen considerably in N.E. Japan, the depression lying over that area yesterday having moved away over the Pacific.

Pressure is giving way over W. Japan, the depression lying over the Yangtze valley yesterday having moved into the Yellow Sea.

High pressure still covers the Pacific between the Bonins and Formosa.

Light or moderate S.E. and variable winds may be expected in the Formosa Channel and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 1.19 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

S.E. or variable winds, light or moderate; showery.

Formosa Channel Same as No. 1.

South coast of China between Hongkong and Lamack. Same as No. 1.

South coast of China between Hongkong and Hainan. Same as No. 1.

Hongkong & Neighbourhood Same as No. 1.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:

On the 13th at 11.55 a.m.—The barometer has risen considerably in N.E. Japan, the depression lying over that area yesterday having moved away over the Pacific.

Pressure is giving way over W. Japan, the depression lying over the Yangtze valley yesterday having moved into the Yellow Sea.

High pressure still covers the Pacific between the Bonins and Formosa.

Light or moderate S.E. and variable winds may be expected in the Formosa Channel and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 1.19 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

S.E. or variable winds, light or moderate; showery.

Formosa Channel Same as No. 1.

South coast of China between Hongkong and Lamack. Same as No. 1.

South coast of China between Hongkong and Hainan. Same as No. 1.

Hongkong & Neighbourhood Same as No. 1.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:

On the 13th at 11.55 a.m.—The barometer has risen considerably in N.E. Japan, the depression lying over that area yesterday having moved away over the Pacific.

Pressure is giving way over W. Japan, the depression lying over the Yangtze valley yesterday having moved into the Yellow Sea.

High pressure still covers the Pacific between the Bonins and Formosa.

Light or moderate S.E. and variable winds may be expected in the Formosa Channel and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 1.19 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

S.E. or variable winds, light or moderate; showery.

Formosa Channel Same as No. 1.

South coast of China between Hongkong and Lamack. Same as No. 1.

South coast of China between Hongkong and Hainan. Same as No. 1.

Hongkong & Neighbourhood Same as No. 1.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:

On the 13th at 11.55 a.m.—The barometer has risen considerably in N.E. Japan, the depression lying over that area yesterday having moved away over the Pacific.

Pressure is giving way over W. Japan, the depression lying over the Yangtze valley yesterday having moved into the Yellow Sea.

High pressure still covers the Pacific between the Bonins and Formosa.

Light or moderate S.E. and variable winds may be expected in the Formosa Channel and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 1.19 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

S.E. or variable winds, light or moderate; showery.

Formosa Channel Same as No. 1.

South coast of China between Hongkong and Lamack. Same as No. 1.

South coast of China between Hongkong and Hainan. Same as No. 1.

Hongkong & Neighbourhood Same as No. 1.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:

On the 13th at 11.55 a.m.—The barometer has risen considerably in N.E. Japan, the depression lying over that area yesterday having moved away over the Pacific.

Pressure is giving way over W. Japan, the depression lying over the Yangtze valley yesterday having moved into the Yellow Sea.

High pressure still covers the Pacific between the Bonins and Formosa.

Light or moderate S.E. and variable winds may be expected in the Formosa Channel and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 1.19 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

S.E. or variable winds, light or moderate; showery.

Formosa Channel Same as No. 1.

South coast of China between Hongkong and Lamack. Same as No. 1.

South coast of China between Hongkong and Hainan. Same as No. 1.

Hongkong & Neighbourhood Same as No. 1.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:

On the 13th at 11.55 a.m.—The barometer has risen considerably in N.E. Japan, the depression lying over that area yesterday having moved away over the Pacific.

Pressure is giving way over W. Japan, the depression lying over the Yangtze valley yesterday having moved into the Yellow Sea.

High pressure still covers the Pacific between the Bonins and Formosa.

Light or moderate S.E. and variable winds may be expected in the Formosa Channel and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 1.19 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

S.E. or variable winds, light or moderate; showery.

Formosa Channel Same as No. 1.

South coast of China between Hongkong and Lamack. Same as No. 1.

South coast of China between Hongkong and Hainan. Same as No. 1.

Hongkong & Neighbourhood Same as No. 1.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:

On the 13th at 11.55 a.m.—The barometer has risen considerably in N.E. Japan, the depression lying over that area yesterday having moved away over the Pacific.

Pressure is giving way over W. Japan, the depression lying over the Yangtze valley yesterday having moved into the Yellow Sea.

High pressure still covers the Pacific between the Bonins and Formosa.

Light or moderate S.E. and variable winds may be expected in the Formosa Channel and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 1.19 inches.

SHIPPING.

ARRIVALS.

BOREO, German str. 1,344, S. Sembil, 13th Sept.—Sandakan 8th September. Timber—Malchers & Co.

CEYLON MARU, Japanese str. 3,142, P. L. Pyne, 15th September—Singapore 7th Sept., General—Nippon Yuden Kaisha.

CHIYUEN, Chinese str., 1,177, C. Stewart, 12th September—Shanghai 9th Sept., General—C. M. S. N. Co.

HAINCHING, British str. 1,244, W. C. Passmore, 13th September—Shantou 12th September, General—Douglas, Larkirk & Co.

HANGSANG, British str. 13th Sept.—Canton.

MICHAEL JENSEN, German str. 950, J. Petersen, 13th Sept.—Halpong and Hsioh 1st Sept., General—Johsen & Co.

MONGOLIA, American str. 8,750, E. P. Kitt, 13th Sept.—San Francisco 12th August, General—P. M. S. S. Co.

PANAMA MARU, Japanese str. 3,756, K. Muto, 13th Sept.—Manila 10th Sept., General—Osaka Shosen Kaisha.

PACTING, British str. 1,072, E. L. Jones, 12th September—Newchwang 6th Sept., General—China Navigation Co.

CLEARANCES.
AT THE HARBOUR MASTER'S OFFICE.
13th September.

Chiuyen, Chinese str., for Canton.
Fooksoong, British str., for Singapore.
Hangsang, British str., for Swatow.
Kungchow, British str., for Saigon.
Miyazaki Maru, Japanese str., for Singapore.
Seang Bee, British str., for Amoy.
Soshu Maru, Japanese str., for Swatow.
Touaray, French str., for Fort Bayard.

DEPARTURES.

13th September.

AWA MARU, Japanese str., for Seattle.

CAPI, Italian str., for Singapore.

HAIYANG, British str., for Swatow.

HANOI, French str., for Hoihow.

JOHANN, German str., for Swatow.

SAINT PATRICK, British str., for New York.

TEAN, British str., for Manila.

V. DE LA CIOTAT, French str., for Europe, &c.

YAHRA, French str., for Shanghai.

YEDDO, Swedish str., for Singapore.

SHIPPING REPORTS.
The Chinese str. Chiuyen reports: Fine weather with smooth sea throughout.

PASSENGERS.

ARRIVED.
Per Panama Maru, from Manila, Mr. F. Kulka.

Per Touaray, from Haiphong, Mr. Hisdler, Mr. Minier, Mr. Bicket, Mr. and Mrs. Butin, Mr. and Mrs. Champong, Mr. d'Anjou, Mr. Morel, Mr. and Mrs. Camier, Messrs. Leveque, Bardy and Lenoir Joseph.

Per Mongolia, from San Francisco, &c., Mr. G. U. Burns, Mr. and Mrs. F. L. Allen, Mrs. Wm. Arlington, H. C. and Mrs. Geo. E. Anderson, Miss Mary Anderson, Mr. and Mrs. Chas. A. Frant, Miss F. Doutcher, Mr. J. W. Boyce, Mr. and Mrs. F. B. Boutin, Mr. and Mrs. S. Morton Cohn, Mr. John, Mr. and Dr. S. S. Graw, Mr. and Mrs. James J. Dunbar, Miss Clara M. Ehn, Mr. F. E. Eldred, Mrs. M. V. Everett, Mrs. Ida M. Fournier, Mr. Emil Guz, Miss Dolia A. Gibbs, Mrs. W. T. Gillis, Master Robert Gillis, Mr. and Mrs. R. Goodrich, Mr. Josephine Griffin, Miss S. L. Griswold, Mr. Wm. E. Hammond, Miss N. Hammond, Mr. G. W. Hart, Mrs. Clara Hellyer, Mrs. J. C. Hendon, Miss F. Herndon, Mr. and Mrs. B. R. Hibbard, Mr. H. Hibbard, Mr. and Mrs. Clifford R. Horne, Mrs. Emma Hofstetter, Mrs. Caroline Howard, Mr. and Mrs. W. G. Humason, Mr. and Mrs. F. J. Huxtable, Mrs. M. F. Ihssen, Miss Josephine Ihssen, Mrs. F. A. Jebara, Miss Lillian H. Jones, Mr. and Mrs. Simon Leland, Miss F. Leland, Mr. I. L. Lenzinsky, Mr. John Long, Mrs. S. Mackay, Mr. and Mrs. J. McBride, Mr. W. E. McDonald, Miss Mary C. McGinnis, Miss R. H. McLean, Mrs. Mrs. A. Merton, Miss A. E. Miller, Mr. and Mrs. W. M. Mine, Mrs. K. Minor, Mr. E. Nash, Miss M. E. Nash, Mr. and Mrs. J. P. Newell, Miss T. G. Norris, Mrs. I. A. Norcl, Mr. and Mrs. Wm. P. Olds, Mr. and Mrs. B. A. Packard, Miss D. Packard, Miss E. M. Palmer, Mrs. G. L. Peoples, Dr. R. S. Petter, Mrs. L. H. Porter, Mr. and Mrs. C. Raab, Mrs. O. W. Roberts, Miss R. Roach, Mrs. A. F. Rosenheim, Mr. and Mrs. A. Roth, Miss S. P. Ruell, Miss M. E. Sally, Mrs. John Sanders, Mrs. W. G. Shaffer, Miss V. Shaffer, Miss M. Slade, Mr. and Mrs. G. T. Stann, Miss F. Stann, Miss H. Twissman, Mrs. M. L. Vail, Miss M. E. Vail, Miss M. R. Vail, Dr. W. C. Watson, Mr. F. B. Stann, Mr. and Mrs. I. T. Stoddard, Mr. M. C. Stoddard, Mrs. B. M. Stoker, Mrs. W. C. Watson, Dr. C. V. Watts, Mrs. M. L. White, Mr. A. Wilkinson, Mr. E. Wilson, Miss L. Wilson, Mrs. P. R. Witmer, Mrs. Mrs. F. H. Burnett, Dr. H. W. Gao, Mr. C. E. Michael, Mr. F. T. Shortell, Mr. and Mrs. T. Hudson, Mr. E. Clark, Mr. A. J. de Souza, Mr. C. Currie, Mr. and Mrs. W. G. Stevenson and 2 children, Mr. H. P. Smith, Mrs. F. Willard, Mr. P. S. McDougall, Mrs. A. B. Baldwin, Mrs. H. Humphreys, Mrs. D. Humphreys, Mrs. J. Prayne, Messrs. R. Scherer, J. Lind, R. W. Mason, Harry Hale, P. A. Prentiss and Mrs. A. Katz.

DEPARTED.
Per Awa Maru, for Seattle, &c., Mr. Geo. E. Chamberlain, Mr. R. R. Nisbett, Mr. and Mrs. Frank Pitley, Miss H. Davidson, Miss M. B. Kee, Mr. and Mrs. Wetherill, Miss Brant, Mr. Frank L. Cone and Mr. Ishido.

Per Yawra, for Shanghai, Mrs. Hickling, Mr. and Mrs. Clark, Mr. H. J. Jagger, Mr. and Mrs. Kinney, Miss Moon, Messrs. J. A. Deland, Pond, W. S. Kwang, Lucien Joseph, Safer and R. C. d'Anjou; for Yokohama, Mr. and Mrs. Whitehall.

Per Ville de Cotal, for Saigon, Mr. Redmond, Mr. Cintre, Mr. Lepere, Mr. Vindayon and Rossi; for Singapore, Messrs. F. Hytolti, W. S. Tsui, F. Sart Anna and Barbosa; for Marseilles, Rev. Tore Roudiere, Rev. P. Gaillard, Mr. and Mrs. Leyendecker, Mr. and Mrs. Butin.

Per Prince Sigismund, for Manila, Mr. R. W. Squires and 2 children, Messrs. Johnson, J. W. Garner, L. R. Santos, Densch, J. Wittgenstein, Hidalgo, Callaya and W. W. Barton; for Yap, Dr. T. Mayer and servant, Mr. K. Kron and Mrs. Scott; for Sydney, Dr. W. Ostermeyer and Mr. H. M. Bates; for New Guinea, Messrs. E. Blumenthal, H. Fischer, W. Gathen and H. Gink.

TO DEPART.
Per Miyazaki Maru, for London, Lieut. J. C. Marques, Mr. and Mrs. Susaki, Mr. Alfred Ho, Mr. J. H. Brown, Mr. N. K. Davidson, Mr. Nihai, Mr. Yonakura, Mr. Hirabayashi, Mr. Itaya, Mr. Takiita, Mr. Murata, Mr. Nagamochi, Capt. and Mrs. J. S. Murray, 3 children and governess, Mr. Pergaud, Mr. and Mrs. S. Koyama, Mrs. S. Takash, Mr. Kibinchan, Brother Felix, Mr. Y. Koyama and Mr. Genske.

CANADIAN PACIFIC RAILWAY CO'S
ROYAL MAIL STEAMSHIP LINE.
"EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER

SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong. From Quebec.

"EMPEROR OF INDIA" SAT., 17th Sept. "ALLAN LINE" FRIDAY, 14th Oct.

"EMPEROR OF JAPAN" SAT., 24th Oct. "EMPEROR OF IRELAND" FRI., 4th Nov.

"EMPEROR OF CHINA" SAT., 29th Oct. "ALLAN LINE" FRIDAY, 25th Nov.

"MONTEAGLE" TUESDAY, 8th Nov. From St. John, N.B.

"EMPEROR OF INDIA" SAT., 19th Nov. "EMPEROR OF BRITAIN" FRI., 16th Dec.

"EMPEROR OF JAPAN" SAT., 17th Dec. "ALLAN LINE" FRIDAY, 13th Jan.

"Emperor" Steamships leave HONGKONG at 6 P.M.
"Monteagle" at 12 NOON.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express; and at St. JOHN or QUEBEC with the Company's New Pacific Express; and affording superior accommodation and speed through route to Europe.

The "EMPEROR" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York £71.10

Intermediate on Steamers £43. "S45.
1st and 2nd Class Railway £43. "S45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China, Corner Pidder Street and Praya, opposite Blake Pier

PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.
HOMeward PASSENGER SEASON 1911.PROPOSED SAILINGS OF MAIL STEAMERS
FOR MARSEILLES AND LONDON.
TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave to COLOMBO	Leave HONGKONG	Connecting Steamer from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi) 2 days earlier	Due PLYMOUTH (London) 1 day later
Steamer	Tons	1 P.M. SATURDAY	Steamer	Tons	SATURDAY
DELHI	8000	February 4	MANTUA	11000	March 4
ARCADIA	7600	February 18	MALWA	11000	March 18
ASSAYE	7500	March 4	MACEDONIA	10500	April 1
MARMORA	10500	March 18	(Through Steamer calling at BOMBAY)	10500	April 21
DELHI	8000	April 1	MOLDAVIA	10000	April 29
ASSAYE	7500	April 29	MONGOLIA	10000	May 13
DELTA	8000	May 13	MOREA	11000	May 27
			MOOLTAN	10000	June 10

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON (Including Surtax):

1st SALOON £71.10 SINGLE £106.14 RETURN.

2nd SALOON £48.80 £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON
CARRYING SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG	Due LONDON
SUNDA	about	about
* NUBIA	25	March
SYRIA	8	March
* NORE	22	April
* PALAWAN	5	May
BORNEO	19	June
SICILIA	3	July
SUMATRA	31	July
* NILE	14	July

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON (Including Surtax):

1st SALOON £55.0 SINGLE £82.10 RETURN.

2nd SALOON £38.10 £57.4

* Carry 1st and 2nd Saloon Passengers.

For further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT.

1002]

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, VANCOUVER, B.C., & SEATTLE

VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	To Sail on or About.
* SUVERIC	6,232	F. S. Cowley	27th September.
* KUMERIC	6,232	G. B. McGill	29th October.
AYMERIC	4,352	J. Boyd	20th November.

Calling at Amoy and Keelung if sufficient indument offers.

* These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

DODWELL & CO., LIMITED,
GENERAL AGENTS.
QUEEN'S BUILDINGS.

Hongkong, 9th September, 1910.

NORDDEUTSCHER LLOYD

**PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	{ DELHI (Capt. G. W. Gordon, E.N.E.)	{ D'Light 15th Sept.	{ Freight and Passage.
LONDON VIA USUAL PORTS	{ DELTA (Capt. B. W. H. Snow)	{ Noon, 17th Sept.	{ See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT	{ CANDIA (Capt. W. E. Hickey)	{ About 21st Sept.	{ Freight only said and MARSEILLE.
SHANGHAI, MOJI, KOBE, PALAWAN, YOKOHAMA	{ PALAWAN (Capt. C. H. Longden, R.N.E.)	{ About 22nd Sept.	{ Freight and Passage.
LONDON and ANTWERP	{ SYRIA (Capt. D. C. Gregor, R.N.E.)	{ About 5th Oct.	{ Freight and Passage.
For Further Particulars, apply to	E. HEWETT, Superintendent		

Hongkong, 14th September, 1910.

HAMBURG-AMERIKA LINIE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.
TAKING Cargo at Through Rates to all European North Continental and British
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,
Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:

S.S. C. FRED. LAEISZ	27th Sept.	FOR HAVRE, HAMBURG & ANTWERP:	
S.S. AEMENIA	6th Oct.	S.S. LIBERIA	14th Sept.
S.S. SENEGAMBIA	21st Oct.	FOR HAVRE, ROTTERDAM, HAMBURG & ANTWERP:	
S.S. SILESIA	4th Nov.	S.S. BADENIA	2nd Oct.
S.S. SUEVIA	16th Nov.	FOR MARSEILLES, HAVRE & HAMBURG:	
S.S. ARABIA	30th Nov.	S.S. AMBRIA	4th Oct.
S.S. SCANDIA	15th Dec.	FOR HAVRE & HAMBURG:	
		S.S. ALESIA	11th Oct.
		FOR MARSEILLES, HAVRE & HAMBURG:	
		S.S. C. FRED. LAEISZ	23rd Oct.

For Further Particulars, apply to —

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 7th September, 1910.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILIWONG	JAVA	First half of Sept.	SHANGHAI	Second half of Sept.
TJIMAH	JAVA	Second half of Sept.	JAPAN	Second half of Sept.
TJILATJAP	JAPAN	Second half of Sept.	JAVA	Second half of Sept.
TJIKINI	JAVA	First half of Oct.	SHANGHAI	First half of Oct.
TJIPANAS	JAVA	Second half of Oct.	JAPAN	Second half of Oct.
TJIBODAS	JAVA	Second half of Oct.	SHANGHAI	Second half of Oct.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.
Telephone No. 375.York Buildings, 1st Floor.
Hongkong, 7th September, 1910.

16

CHINA NAVIGATION CO., LTD.
SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHENAN"	On 15th Sept., 4 p.m.
CHEFOO & NEWCHWANG	"PAOTING"	On 16th Sept., 4 p.m.
SHANGHAI	"LINAN"	On 18th Sept., D'Light
TIUOLO & CEBU	"KAIKONG"	On 20th Sept., 4 p.m.
MANILA, ZAMBOANGA, THUSS-	"CHANGSHA"	On 30th Sept., 4 p.m.
DAY ISLAND, COOKTOWN,		
CAIENS, TOWNSVILLE, BRIS-		
BANE, SYDNEY & MELBOURNE		
DIRECT SAILINGS TO WEST RIVER, Twice Weekly.		
S.S. "LINTAN" and S.S. "SANUL"		

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the Staterooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Tasmania Ports.

MANILA TWIN SCREW STEAMERS & TIENSIN STEAMERS have superior

Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

SHANGHAI LINE
FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI" "CHENAN" "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.
For Freight or Passage apply to — BUTTERFIELD & SWIRE,
Hongkong, 14th September, 1910.

TELEPHONE 36
AGENTS.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)		
FOR	STEAMERS	TO SAIL
SHANGHAI VIA SWATOW & NINGPO	"HANGSANG"	Wednesday, 14th Sept., Noon.
SINGAPORE-PENANG & CALCUTTA	"FOOKSANG"	Thursday, 15th Sept., 3 p.m.
MANILA	"LOONGSANG"	Friday, 16th Sept., 4 p.m.
TIENSIN	"CHEONGSHING"	Saturday, 17th Sept., Noon.
SINGAPORE-PENANG & CALCUTTA	"LAISANG"	Tuesday, 20th Sept., Noon.
MANILA	"YUENSANG"	Friday, 23rd Sept., 4 p.m.
SHANGHAI, KOBE & MOJI	"KUTSANG"	Tuesday, 4th Oct., Noon.

RETURN TOURS TO JAPAN
OCCUPYING 24 DAYS.

The Steamers "KUTSANG", "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 215, Sal. Exch. 4.

For Freight or Passage apply to JARDINE, MATHESON & CO., LTD.,
Hongkong, 14th September, 1910.

GENERAL MANAGER

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD.
ST. PETERSBURG & VLADIVOSTOK.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
COPENHAGEN	"TRANQUEBAR"	On 20th October.
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	On 6th December.

For Further Particulars apply to MELCHERS & CO.,
Hongkong, 14th September, 1910.

AGENTS.

DOUGLAS STEAMSHIP CO., LTD

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SAWTOW, AMOY AND FOOCHOW

AND RETURN.

Occupying 9 to 10 Days.

LEAVING.

"HAICHING" ...	Capt. W. C. Pasamore ...	FRIDAY, 16th Sept., at 10 A.M.
"HAITAN" ...	Capt. J. W. Evans ...	TUESDAY, 20th Sept., at 10 A.M.
"HAIYANG" ...	Capt. A. E. Hodgins ...	FRIDAY, 23rd Sept., at 10 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN" ... Capt. H. Stewart ... THURSDAY, 15th Sept., at 10 A.M.
Steamers will arrive at and Depart from the Company's Wharf (near Blaek Pier).
During the Month of September, a Special Reduction of 20 per cent. on Fares to Foochow and Return will be Allowed.

For Freight and Passage apply to DOUGLAS, LAPRAIK & CO.,
GENERAL MANAGERS.

Hongkong, 14th September, 1910.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing "Aki Maru" 30th May, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

CLASS \$120 \$110 \$100 \$90

\$80 \$70 \$60 \$50

With Option of rail between Calling Ports in Japan.

Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply at

T. KUSUMOTO,
MANAGER.

Hongkong, 7th September, 1910.

[13-125]

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

**GEBRUEDER LENK,
RODEWISCH IV.
MANUFACTURERS OF
BERLIN WOOL.**

FOR PARTICULARS, CATALOGUES AND SAMPLES, APPLY TO THE SOLE
REPRESENTATIVE FOR CHINA:

**HUGO C. A. FROMM,
HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.**

43-2

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN
ROUTE TO EUROPE.

The *Linan*, with the Siberian mail, is due to arrive at Hongkong to-day.
The *Delta*, with the Siberian mail, is due to arrive at Hongkong on the 16th inst.

FOR	PER	DATE
Port Bayard and Haiphong	Touareg	Wednesday, 14th, 8.00 A.M.
Swatow, Ningpo and Shanghai	Haiphong	Wednesday, 14th, 11.00 A.M.
Swatow, Amoy, Amoy and Takao	Su Tai	Wednesday, 14th, 11.00 A.M.
Macao	Ketem Head	Wednesday, 14th, 11.15 P.M.
Manila	Ceylon Maru	Wednesday, 14th, 2.00 P.M.
Shanghai and Kobe	Delhi	Wednesday, 14th, 4.00 P.M.
Shanghai	Scam Bee	Wednesday, 14th, 5.00 P.M.
SIBERIAN MAIL TO EUROPE		
Amoy, Straits and Rangoon		
Swatow, Amoy, Foochow and Shanghai	Haiyan	Thursday, 15th, 9.00 A.M.
Macao	Buian Maru	Thursday, 15th, 11.00 A.M.
Singapore, Penang and Calcutta	Sui Tai	Thursday, 15th, 11.15 P.M.
Shanghai	Fookang	Thursday, 15th, 2.00 P.M.
Hoihow and Haiphong	Chenan	Thursday, 15th, 3.00 P.M.
Hoihow, Singapore and Bangkok	Michael Jelsen	Thursday, 15th, 5.00 P.M.
Swatow, Amoy and Foochow	Chooia	Friday, 16th, 5.00 P.M.
Macao	Haiching	Friday, 16th, 9.00 A.M.
Chefoo and Newchwang	Sui Tai	Friday, 16th, 11.15 A.M.
Manila	Paoing	Friday, 16th, 3.00 P.M.
Bangkok	Loongsong	Friday, 16th, 3.00 P.M.
	Pitsanulok	— P.M.
KELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOYAMA, YOKOHAMA, HONOLULU & SAN FRANCISCO	Mongolia	Saturday, 17th, 17th, Printed Matter and Samples... 9.00 A.M. Registration... 9.00 A.M. (Registration with late fee of 10 cents up to 9.30 A.M.)
Port Darwin Thursday Is. Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle	Registration, Kowloon B.O.	9.00 A.M.
Tientsin		No late fee.
Manila		Letters: 10.00 A.M.
EUROPE, &c., INDIA VIA TUTICORIN		
(Late Letters 11.00 A.M. to 11.30 Extra Postage 10 cents)		
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
The usual mail will be closed on Friday, 10th inst., at 5 P.M.		
Macao		
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA VICTORIA & VANCOUVER (B.C.)		
SIBERIAN MAIL TO EUROPE		
Manila, Moji, Kobe, Yokohama, Hakodate, and Portland	Ryoga	Saturday, 17th, 5.00 P.M.
Shanghai		
SIBERIAN MAIL TO EUROPE		
Swatow, Amoy and Foochow	Linan	Saturday, 17th, 5.00 P.M.
Singapore, Penang and Calcutta	Haiyan	Tuesday, 20th, 9.00 A.M.
Iloilo and Cebu	Laiyan	Tuesday, 20th, 11.00 A.M.
Moji, Koto, Yokohama, Victoria and Tacoma	Kaipong Maru	Tuesday, 23rd, 3.00 P.M.
	Portama Maru	Wednesday, 21st, 10.00 A.M.
EUROPE, &c., INDIA VIA TUTICORIN		
(Late Letters 11.00 A.M. to 11.30 Extra Postage 10 cents)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
Syntow, Amoy and Foochow	Haian	Saturday, 17th, 5.00 P.M.
Manila		
Manila		
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU & SAN FRANCISCO	Tenyo Maru	
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth, and Fremantle	Changsha	

TELEGRAPHIC ADDRESS:
MARINWORK

WILLIAM C. JACK & CO., LTD.,
ELECTRICAL AND MECHANICAL ENGINEERS.
14, DES VUEUX ROAD CENTRAL, HONGKONG.

LIGHT

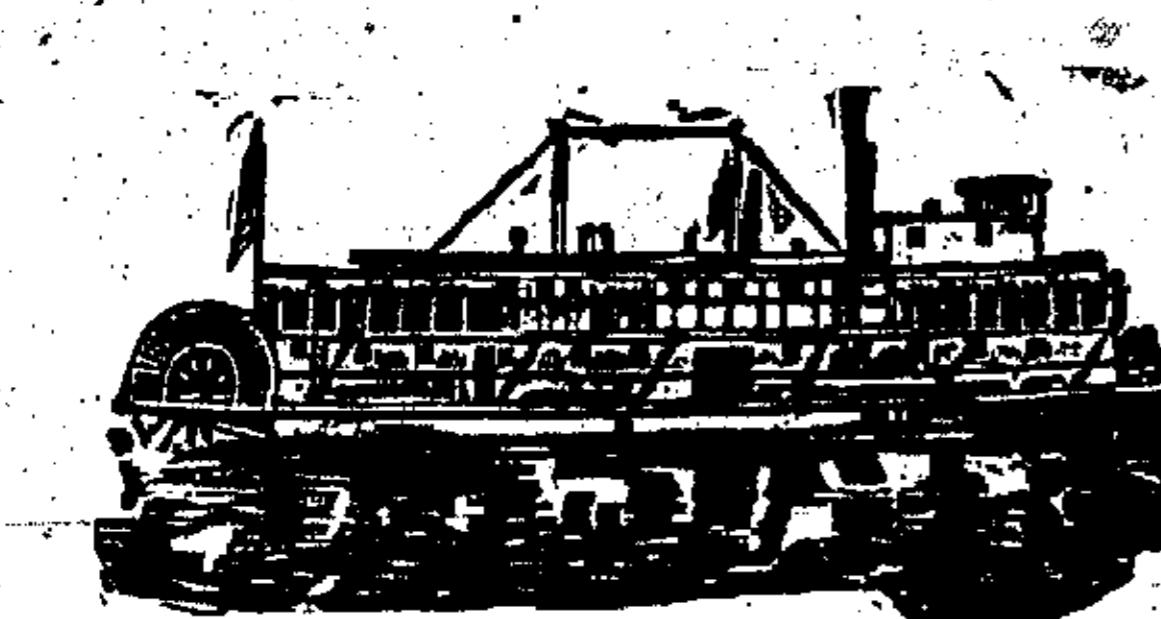
ARE

DRAFT

OUR

VESSELS

SPECIALITY



"If a man can write a better book, preach a better sermon, or make a better mousetrap than his neighbour, though he build his house in the woods, the world will make a beaten path to his door." —EMERSON.

OUR LIVES ARE

"OSRAM" LAMPS. "PETTER" ENGINES. "ALLEN" PUMPS.
"HALL'S" DISTEMPER, ATLAS METALS AND SOUND MECHANICAL
AND ELECTRICAL ENGINEERING ADVICE TO OUR CLIENTS.

140

SHARE LIST.—QUOTATIONS.

HONGKONG, SEPTEMBER 13TH, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
BANKS—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$935, sellers
National Bank of China, Limited	99,925	\$7	\$6	\$76, buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	88, sellers
China Borneo Company, Limited	60,000	\$12	\$12	\$84, buyers
China Light and Power Company, Limited	50,000	\$10	\$10	\$140,
China Provident, Loan & Mortgage Co., Ltd.	50,000	\$1	\$1	\$8, buyers
COTTON MILLS—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 110.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$5	85,
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 55.
Leung-Kung-How C. Spin & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 55.
Say Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 240.	
Dairy Farm Company, Limited				
Dairy Farm Company, Limited	40,000	\$74	\$6	\$19, buyers
DOCKS AND WHARVES—				
Hongkong & Kowloon Wharf & Co., Ltd.	60,000	\$50	all	\$54, sales
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$8	\$8	\$504.
New Amoy Dock Co., Limited	10,900	\$83	\$83	\$89, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 76.
Hongkong and Kowloon Wharf Co., Ltd.	35,000	Tls. 100	Tls. 100	Tls. 112.
ENGLISH & CO., Limited				
Enwick & Co., Limited	18,000	\$25	\$25	\$9, sellers
GREEN ISLAND CEMENT CO., LIMITED				
Green Island Cement Co., Limited	400,000	\$10	\$10	\$47.5, div. 5.
HONGKONG AND CHINA GAS CO., LIMITED				
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$20, buyers
Hongkong Electric Co., Limited	60,000	\$10	\$10	\$100, sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$25	\$75, sellers
Hongkong Ice Company, Limited	8,000	\$25	\$10	\$135.
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$21, sellers
Hongkong & South China Steam Fisheries Co., Ltd.	15,000	\$10	\$7	\$7.
INSURANCES—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$185, buyers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$115.
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$874.
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$155, buyers
North China Insurance Co., Limited	10,000	\$15	\$5	Tls. 115.
Union Insurance Society, Limited	12,400	\$250	\$100	\$825, sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$200.
LANDS AND BUILDINGS—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	\$100	\$101, sal. & buy.
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	\$10	\$8, sellers
Kowloon Land Building Co., Ltd.	6,000	\$50	\$30	\$32.
West Point Building Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 112.
MINING—				
Societe Francaise des Charb'ges du Tonkin	16,000	Frs. 250	all	\$720.
Raub Australian Gold Mining Co., Ltd.	200,000	\$21	\$21	\$73.
PEAK TRAMWAYS CO., LIMITED				
Peak Tramways Co., Limited	25,000	\$10	all	\$14, sellers
50,000	\$10	all	\$12, sellers	
75,000	\$10	all	\$10, sellers	
PHILIPPINE CO., LIMITED				
Philippine Co., Limited	20,000	\$100	all	\$160, sellers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$25, sellers
Robinson Piano Co., Limited	4,000	\$50	\$50	\$50, sellers
SHIP AND MANSHIP COMPANIES—				
China and Manlia Steamship Co., Ltd.	30,000	\$25	\$25	\$11, sellers
Douglas Steamship Co., Limited	20,000	\$50	\$50	\$25, sellers
Hongkong, Canton & Macao S.P. Co., Ltd.	80,000	\$15	\$15	\$15.
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	£5	all	£60. (L'don 1.66.)
60,000 def.	£1	all	90.	
2,000,000	£1	all	120.	
Star Ferry Company, Limited	10,000	\$10	\$10	\$24, sellers
South China Morning Post, Limited	10,000	\$10	\$8	\$11, sellers
South China Laundry Company, Limited	6,000	\$25	\$25	\$25, sellers
STORES AND DISPENSARIES—				
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$14, buyers
Wm. Powell, Limited	15,000	\$7	\$7	\$83.
Watkins, Limited	10,000	\$10	\$10	\$63, sellers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$112, sellers
Weissmann, Limited	3,000	\$10	\$4	\$112, sellers
United Asbestos Oriental Agency, Limited	9,900 ord.	\$10	\$10	\$300.
Union Waterboat Co., Limited	50,000	\$10	\$10	\$6, buyers
BUBBLES—				